

P.O. TOM DAVIES— THERE'S A WATCH- MENDING JOB FOR YOU

THERE is a whole stack of clocks and watches waiting to be mended at 511 Manchester Road, Swinton, Lancs, and they are waiting to be mended by you, Petty Officer Thomas Davies.

While we were visiting your parents your Dad's watch went "haywire," so he put it on the shelf with the others and said softly, "Another little job won't do Tom any harm."

He told us how good you were at mending watches. "You have no idea just how much we miss him when our watches go wrong," he said with a grin.

We persuaded your father to play his banjo for us, although he was hesitant at first, saying that it was such a long time since he had played that he did not think he could manage it nowadays—but our photographer caught him in the act.

He said that he had lots of things to tell you, but they would have to wait until you came home because he was late for duty. So he flew off to his fire guard duty, saying "Send him my love; he will understand."

Your mother is keeping well.

ALL over the world, among the big men who know things, a very important move are now being started with relation to post-war air travel.

It looks as if they expect hostilities in Europe to cease soon, and don't want to be left behind in the scramble for air customers, who will provide huge sections of national and private revenue.

The policy of secrecy has prevented the public from learning of the advances made in civil air travel during the past four years. They have been stupendous.

Civil machines are now flying, far bigger than the great Lancaster bomber; bigger, indeed, than the biggest bomber in existence.

On these two-storey air liners, you may smoke in any part of the ship except the flight compartments. They have luxurious private cabins and panelled bathrooms.

Partly because of war risks, and the need for important freight space, none of these machines yet carry much more than 60 passengers.

400-PASSENGER PLANE.

But Consolidated-Vultee are already building a 400-passenger liner; the British Short-Saunders-Roe liner will carry 200 passengers non-stop to the Mediterranean; the Bristol Beauty will be as big or bigger.

Many other British and American firms are getting down to the task of designing mammoths of the skyways.

One firm is actively building freighters with three times the wing span of the world's biggest bomber, and a non-stop range of 17,000 miles.

Juan Trippe, president of Pan-American Airways, which, in the past four years have carried more than 44,000 transatlantic passengers with only one accident, has stated that his firm, more than eighteen months ago, began building fifty 153-passenger Clippers for the U.S.—Europe run.

There are still, in Britain, a number of influential people who pooh-pooh the possibilities of post-war air travel, say that it will never be a great industry, and talk of regular transatlantic and similar passenger and freight air services as exaggerated nonsense.

They don't realise that more

She sends her love to you also. She asked us to tell you that she still misses Betty and finds herself listening to hear her sniff or bark to come in.

Edith is quite well and happy. She wants to know if you are looking forward to being an uncle? Incidentally, Tom, we noticed a nice little pile of tiny pink and white garments on the couch. Her husband, Alec, is now in Italy, and says he cannot grumble as they are doing very well.

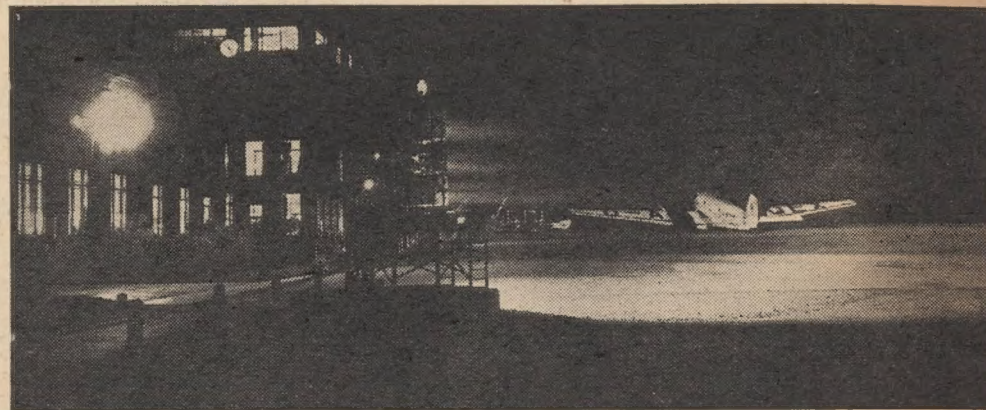
Now comes the time to drop our bombshell, Tom, so hold tight. Jack, your eldest brother, has joined up!

You thought he was in a reserved occupation? So did everyone else, but you were all wrong, and now you have someone else from the Davies family to help you in the war. Jack says he's doing well and enjoying the life.

Good Hunting!

AIR CUSTOMERS ARE QUEUEING MAMMOTHS OF THE SKYWAYS BUILDING

Says FRANK STUART



than 500 transatlantic flights are now made every week, and that the north Atlantic coast-to-coast run has been done in 6 hours 5 minutes. But they might give such business giants as Juan Trippe and Henry Kaiser (now building enormous air freighters) credit for knowing what the future promises.

Britain, however, is traditionally slow to start big things.

In 1913, the British Chief of the General Staff said in an official minute: "Flying will never get beyond the experimental stage, and in any event it would be far too dangerous in war."

That was why the man who is now Air Marshal Barratt had to attack the first German aircraft he saw in the 1914 war—with a rifle from the

cockpit of a Moraine fighter.

But Britain cannot afford to let softening of the official brain stand in the way of her air development at this moment.

Air development to-day means prosperity, just as sea development meant prosperity a century ago.

FIRST ORDERS.

For air customers all over the world are already lining up. More than that, they are already giving their first orders.

Whatever Statesmen may say about a long-drawn-out war, business men and Government officials from Turkey, South America, Spain, France and elsewhere are placing orders now for giant post-war liners.

Somebody has got to build those liners; and the chances are that the firms that get the contracts will hold the customers for a long while afterwards.

More than 2,000,000 people are employed in Britain in aircraft production and allied industries. If we do not want them to get out of work in the golden post-war world, we had best invite foreign customers for luxury aircraft here at once. We must claim boldly that we'll have the best machines in the world available for purchase, and must see that they really are available.

There are other sorts of air customers waiting. Before long there will be a colossal demand for the light private flying flivver.

When we stage a heavy night raid over Germany, we put 6,000 men into the air.

It is estimated that not less than 10,000,000 men and women have flown aircraft as pilots during this war.

A large proportion of these 10,000,000 will want private machines soon after peace comes. A vast industry, employing people on the scale of the motor industry before this war, will spring up.

"FAMILY FOURS."

France is already producing Elytroplan civil aircraft, single-seaters, 2-seaters and "family fours," at prices no higher than cheap 10 h.p. pre-war cars.

At least two firms in America have flown "family fours," with side-by-side pairs of seats, incapable of spinning, and able to be flown by any car-driver after a hour of two's dual tuition, at a cost of less than £300.

There is plenty of room for all the Allied Nations to share these markets. That would be infinitely more sensible than squabbling and competing over them.

The Empire has bargaining-counters. It holds the best airport sites; and we have shown that we can produce

aircraft in quality and quantity second to none.

There is talk of a great London airport. One of the world's most famous designers of aircraft has collaborated with a celebrated architect to draw up a plan for one worthy of the world's capital.

But meanwhile, on the north shore of Jamaica Bay, New York, they are quietly building the world's biggest and best airport. Idlewild, over 2,576 acres (five times the size of La Guardia Field), with 13 miles of runways, stressed for aircraft bigger than anything yet built, and with ten million dollars' worth of specialised airport buildings.

Rent on the shops and hotels being built there is expected to pay most of the airport's upkeep.

Most post-war air customers are people like you and me, who will want to go places as soon as hostilities stop.

Juan Trippe, of Pan-Americans, has estimated that his firm will carry transatlantic passengers for £20 each way. Other firms have advertised similar rates.

Wing-Commander White, of the Australian House of Representatives, has stated that Government subsidised air journeys from Britain to Australia post-war will cost £20.

At rates anything like these, the air will be full of passengers in a very short time; and certainly all long-distance mail will go by air as a normal thing.

Mail-carrying is highly profitable work. So is passenger-carrying. Even freighting is profitable on very expensive and perishable goods, such as will normally travel by air after the war.

BERLIN, TOO.

The customers are lining up now.

The big business men are having conferences in Paris and Moscow, London and Berlin, Tokyo and New York, Delhi and Sydney.

Do not laugh about Paris and Berlin. The French have produced a considerable number of big air liners at least equal to anything else yet flying, and the Lufthansa business proclivities are well-known to all familiar with pre-war flying.

Representatives from neutral Governments, and belligerent Governments that do not produce top-class aircraft, are quietly flying about, many of them in British liners, at this moment, to make million-pound deals for work to start in the next few months.

All over the world, ordinary people are wondering if the helicopter-types (they fly backwards or sideways, and can land or take off safely on the smallest roof), will be suitable for their garage.



HOME TOWN NEWS

WALES BOOK FINDS.

SOME wonderful "finds" were made during the Book Salvage Drive in Cardiff, organised by the Ministry of Supply, in which the city set up a record for the value and importance of its contribution with 1,000,000 books.

That was a better result than the achievements of the City of London, Oxford, Bath and Southampton put together.

Welshmen are great readers, and it was no surprise to find that many notable books were in the bag.

They included the first English translation of Hans Andersen's Fairy Tales, a 1679 edition of a noted work, "Erasmus Colloquia," and the 1670 edition of Richard Crasshaw's "Steps to the Temple."

BOTTLE DRESS.

DESCRIBING Naval officers' battle dress, an Edinburgh newspaper stated: "It consists of a blue serge blouse with shoulder-straps bearing the

proper distinction marks of rank and branch and Navy serge trousers."

Apparently the officers now "show a leg" on their shoulders. Seems more like "bottle" dress.

MEMORIAL HALL.

THE Old Hall, in Washington, Co. Durham, home of the ancestors of George Washington, is to be preserved as a war memorial.

The Urban District Council recently decided to support the suggestion of Rev. C. A. Lomax, that the building should be renovated for use as a youth centre.

RING OUT, BELLS.

THE little Cornish town of Lostwithiel evidently does not intend to be left behind when the GREAT NEWS finally arrives.

The Town Council has already decided to get quotations for a supply of flags for the peace celebrations. Five voted in favour of the resolution and four against!



J.S. Newcombe's Short odd—but true

Munroeism, a word we hear less frequently these days, is the doctrine of President Monroe, that America should not entangle itself with the affairs of the Western world, nor permit the interference of other nations in the domestic concerns of America.

Spectacles came into use first in the 13th century, and in Queen Elizabeth's time spectacle-making was a flourishing trade.

The nightjar or fern-owl is called the goatsucker because it is popularly believed to suck goats for their milk. Though it has been proved to do no such thing, the name still clings.

QUIZ for today

1. A gallivat is a gossip, quart pot, boat, dance, drink, gay person?
2. Who wrote (a) It Never Can Happen Again, (b) You Never Can Tell?
3. Which of the following is an intruder, and why: 1903, 1678, 1882, 1907, 1938, 1944?
4. What is the floral emblem of Canada?
5. The G.P.O. print 20,000,000 postage stamps every—day, week, month, year, century?
6. How many blanks are there in a set of dominoes?
7. Which of the following are mis-spelt: Hebdomadal, Heretical, Holyhock, Heleograph, Hysterical?
8. What is the highest individual score ever made at cricket, who made it, and when?
9. Which English King was nicknamed Crookback?
10. In what game does one score "One for his nob"?
11. What is the capital of the Gold Coast?
12. Complete the phrases: (a) Where the shoe —, (b) To make bricks —.

Answers to Quiz in No. 263

1. Bird.
2. (a) Mozart, (b) Gustav Holst.
3. Aida is an opera; others are oratorios.
4. Leek.
5. Sir Max Beerbohm.
6. 168.
7. Shibbleth, Surplice.
8. Henry I.
9. Billiards, Snooker, and Golf.
10. The Derby.
11. Reykjavik.
12. (a) And earth, (b) Out of a molehill.

"Boys will be boys—"
"And even that wouldn't
matter if we could only pre-
vent girls from being girls."
Anthony Hope.

USELESS EUSTACE



"There! Look at that! You
and your one stripe!"

JANE



To-day's Brains Trust

TAKING part in this discussion are a Philosopher, a member of the Diplomatic Corps, the Business Manager of a Business Company, and Mr. Everyman, and the question is:

The proverb says, "Honesty is the best policy." Does the Brains Trust endorse this, and should we follow it on all occasions, even when it involves being rude to people?

Diplomat: "Well, of course, it would never do to be honest on all occasions. Suppose this country is about to be attacked by a powerful enemy who has caught us in a state of unpreparedness. Our duty is to make out that we are fully prepared to meet him, and to beat him, and, while he hesitates, to make good our deficiencies in arms."

"If we were honest about it, and said at once that we were not ready for battle, it would be tantamount to national suicide, and I need hardly remind the Brains Trust that suicide is immoral."

Philosopher: "Fortunately, we are not required to give opinions on the morals of the subject, but only to state whether or not honesty is the best policy. In the case cited by the Diplomat, honest confession of weakness would quite possibly be the worst possible policy, though even that has never been proved. But to arrive at any useful conclusion it is really necessary to agree to a definition of honesty."

"The dictionary would say 'the state of being free from fraud,' or something like that, but such a definition involves the intention of the person being dishonest. If he makes a mistake in a statement, he is not dishonest. Nor is he generally considered dishonest if he makes a false statement with intent to benefit another at his own expense."

"For instance, if I owe a poor person five shillings, and hand her a one-pound note, assuring her that that is correct, few people would dream of calling me dishonest. I am only considered dishonest if I make a false statement in order to benefit myself, or merely for the sake of making a false statement."

Mr. Everyman: "If, then, I have an unwelcome visitor and send word down that I am out, that is dishonest. But if I pretend to be pleased to see him, that is honest."

ALLIED PORTS

Guess the name of this ALLIED PORT from the following clues to its letters.

My first is in TRIMNESS, not in SWAGGER.
My second's in BAYONET, not in DAGGER.
My third is in SHAMROCK, not in THISTLE.
My fourth is in BOATSWAIN, not in WHISTLE.
My fifth is in BEEF-STEAK, not in GRISTLE.
My sixth's not in RAPIER, but in SWORD.
My last is in BATTEN and in BOARD.

(Answer on Page 3)

Yet both statements are plainly lies."

Philosopher: "Are they both lies—except in the trivial literal sense? As I said before, it depends on your intention. The messages you send are not intended to tell the visitor that you are actually at home. They are oblique ways of saying something else. In the one case you intend to say, 'Clear off! I am not available,' which is a lie, and in the other, 'Come in! I will try to be as kind to you as I can,' which is not a lie at all, but a promise."

Mr. Everyman: "But that doesn't alter the fact that the words you actually use in both cases tell a lie. That is, they tell a lie if taken at their face value, and surely we are usually expected to take such words at their face value."

Philosopher: "What matters is not how they are taken, but what is the intention of the man who utters them. This is true of ordinary conversation, anyway. Our talk is commonly full of exaggerations, touches of 'local colour,' which we invent to make ourselves more interesting, and so on. Nobody minds, and nobody calls us dishonest unless we exploit this human weakness for our own profit."

Manager: "Most good business men like to think they are honest, but they don't include misleading their competitors as a dishonest thing. Since they habitually do this in order to

benefit themselves, they are dishonest according to the Philosopher's definition.

"I do not believe that business need be dishonest, even in this sense. If we were always obliged to be dishonest, business would come to a standstill, for nobody would ever believe anybody else at all. I think honesty is the best policy right enough, but it will only be always so when everybody else is honest, too."

Philosopher: "That is thoroughly immoral, of course, though it is a very honest confession. I am maintaining that honesty is always the best policy, even when you lose by it yourself, but that what makes you honest or not is not necessarily what you say, but whether you intend to convey benefit or harm by it."

"When you 'pull a man's leg,' you generally tell him some sort of a lie, but nobody dreams of calling you a liar or a dishonest person because of that. The word 'honest' means virtuous, worthy, morally good. It does not necessarily mean always telling the exact and literal truth, though it does mean this by implication when personal profits are involved."

Manager: "Then you hold that the end always justifies the means? That so long as your object is good, it doesn't matter if you tell lies or commit other sins to attain it?"

Philosopher: "I said nothing of the kind, but it is undoubtedly true that some good ends justify some means which would be bad things in themselves. A doctor is justified in cutting off a man's leg to save his life, even without his consent, though cutting off people's legs is in itself a criminal—as well as a moral—offence."

Diplomat: "I am surprised that nobody has pointed out that the proverb we are discussing means nothing! Honesty, of course, is an abstract idea, like beauty, and cannot be a policy at all. 'To be honest' is a policy, but 'honesty' isn't. So, of course, it can't be the best policy, can it? I think the Manager and I, therefore, win on a knock-out, if the judges have not already awarded the laurels to the Philosopher on points."

WANGLING WORDS—219

1. Put something correct in BON and make a South Coast town.
2. Rearrange the letters of SORE CATS and make a famous philosopher.
3. Altering one letter at a time, and making a new word with each alteration, change: MAJOR into ROADS, RING into SIDE, SLOW into BALL, FAST into BALL.
4. How many four-letter and five-letter words can you make from COMMERCIAL?

Answers to Wangling Words—No. 218

1. GravesEND.
2. SOUTHEY.
3. FACT, FAST, CAST, CART, CARE, CAPE, RAPE, RAPS, SAPS, SIPS, LIPS, LIES.
4. LILY, WILY, WILE, BILE, BILK, SILK, SULK, SUNK, BUNK, BUNG, LUNG, LONG, FLY, FAY, FAT, CAT, BAT, BET, WET, WEB.
5. SPOT, SOOT, SORT, PORT, PORE, POPE, TOPE, TOPS.
6. Pain, Pant, Reed, Deer, Rest, Stir, Star, Deep, Peer, Pier, Ripe, Pare, Reap, Dean, Dine, Dire, Ride, Edit, Nest, Rain, Rend, Dear, Side, Dais, Said, Tint, etc.
7. Ratio, Reads, Stead, Stain, Satin, Saint, Train, Print, Prate, Taper, Tapir, Spare, Parts, Start, Tarts, State, Drain, Nadir, Radio, etc.

ODD CORNER

THE whole world was once put up for sale! On the death of the Roman Emperor Pertinax, in the second century, "the world" was put up for sale to the highest bidder. On March 28th, 193, a wealthy man named Didius Salvius Julianus paid £1,000,000 for it, and actually enjoyed possession for a month. Then he was robbed of it by certain Roman regiments, who thought it undignified that their Empire should be traded in this way—for the "world" in those days meant the Roman Empire.

TO-DAY'S PICTURE QUIZ



WHAT IS IT?

Answer to Picture Quiz in No. 263: Corned Beef.

DO YOU KNOW?

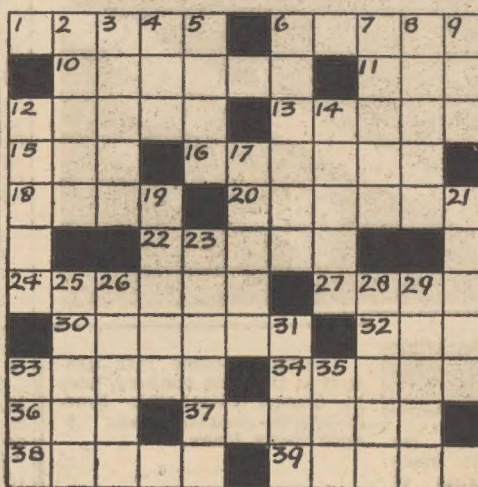
1. How long does the light take to travel from the sun to the earth?
2. When was Income Tax 2d. in the £?
3. What memorial was erected to commemorate the Fire of London?
4. What nation claimed to have the largest submarine in the world at the outbreak of war? What was its name?
5. Who killed Joan of Arc?
6. How many eyes has a fly?
7. What are the French national colours in their correct order?
8. Who was the first to swim the English Channel? In what year?
9. In what country did Lord Byron die?
10. What is, (a) the Julian Calendar? and (b) the Gregorian Calendar?

(Answers on Page 3.)



"Huh! Ruddy fine doctor you were"

CROSSWORD CORNER



CLUES ACROSS.

- 1 Unspoken.
- 6 Musical round.
- 10 High-pitched.
- 11 Before.
- 12 Ladder rung.
- 13 Proprietor.
- 15 Melody.
- 16 Survey.
- 18 Refreshment items.
- 20 Thawed.
- 22 Blemish.
- 24 Lie awkwardly.
- 27 Fodder pit.
- 30 Fresh supplies.
- 32 Pinch.
- 33 Musician.
- 34 Gaels.
- 36 Card.
- 37 Cattle dealer.
- 38 Narrates.
- 39 Drink.

Solution to Yesterday's Problem.

COWARD CHAP
ADAGE MALVE
LINO BOWMAN
MUD RUT PIN
MEMENTO LO
V RAG LUG N
AM NUMERAL
SAD LID RUB
SMILAX TAPE
AMBER VIGIL
LAST PATENT

CLUES DOWN.

- 2 Savoury jelly.
- 3 Odd job.
- 4 Tire.
- 5 Row.
- 6 Split.
- 7 Belief.
- 8 Cheshire town.
- 9 That girl.
- 12 Jibs.
- 14 Withers.
- 17 Girl's name.
- 19 Not new.
- 21 Declines.
- 23 Adjudges.
- 25 Cost.
- 26 Repulse.
- 28 Oreak.
- 29 Unit of capacity.
- 31 Shallow boat.
- 33 Ready for use.
- 35 Girl's name.

WHEN PARLIAMENT IS PETITIONED

By J. M. Michaelson

A PETITION to Parliament, seeking greater assistance for old-age pensioners, was recently refused, in spite of the 5,000,000 signatures, because it was "irregular." The right to petition is one of the most ancient of the British citizen, but Parliament insists that the ancient procedure and language shall also be observed to the letter.

In the case of the Old Age Pensions petition, the irregularities seem to have been that the requisite wording was not used, and that the petition involved the expenditure of public money for which the consent of the Crown had not been obtained.

Every petition must begin with the words: "To the honourable Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled." And the final words must be: "And your petitioner, as in duty bound, will ever pray, etc."

An amusing sidelight on Parliamentary procedure is the fact that no one living knows what the "etc." stands for! Even the greatest authority on Parliament, Erskine May, could not say, but without it no petition is valid, and may be rejected by the Clerk to the Select Committee of the House of Commons which is appointed every session to deal with petitions.

Irregularities of wording may be dealt with by the Clerk before the petition is given to the Committee itself. It is the Committee's duty to scrutinise it carefully.

It may be rejected if it does not conform to the rule which says every sheet of signatures must have the petition or "prayer" in full at the top, that this must be hand-written and not printed or typewritten.

It may be returned to the Member presenting it on behalf of the petitioners if some of the signatures are "irregular." This irregularity may be the use of what are considered obviously fabricated names—John Trafalgar Square or Charles Piccadilly are examples quoted.

But names are so odd that the Committee must sometimes have difficulty in deciding that they are bogus!

In 1935, Mrs. Tate presented a big petition asking for legislation dealing with the nationality of women. Only 118 signatures were allowed to stand, although in this case the irregularity seems to have been that the sheets were not correctly headed.

When the Committee has decided that everything is in order, it summarises the points and puts these to the full House of Commons. If the truth were told, it is rarely in these days that the House acts on a petition, although a petition may serve a good purpose in drawing attention to the need for legislation or an injustice.

The procedure in the House for presenting the petition is for the Member presenting it to rise before question time, saying he has a petition to present and ending with the formula "your petitioners will ever pray etc."

The Member is then asked by the Speaker to bring forward the petition. In the case of a petition carrying hundreds of thousands of signatures this is no light matter!

A teachers' petition some years back for the ending of the economy cut in salaries weighed a quarter of a ton!

The petition is placed in a big black bag at the back of the Chair, and, in many cases, this is the last heard of it by the Commons, except for the official record that the petition has been received. The petition passes to the scrutiny of the Select Committee, who consider its validity.

It is an ancient privilege that, in a matter of urgency, petitioners shall be heard at the Bar of the House, but it is at least fifty years since this privilege was exercised.

The fact is that the improved methods of administering justice, the development of "Question Time" in the House, and the greater accessibility of Ministers, have opened up alternative and more effective ways of getting grievances heard.

In recent years the number of petitions have been comparatively few. But in the 19th century over one million were presented to Parliament. In the five years ending 1877 alone the total was nearly 92,000!

Two cities—London and Dublin—have by ancient tradition the right to present petitions through their corporations, although that of Dublin presumably lapsed with the Irish Treaty. Formerly a petition was read in full in the Commons and a debate followed. It was thus that some of the great debates of the earlier part of the 19th century, including those on the Abolition of Negro Slavery, were initiated.

Answers to Do You Know.

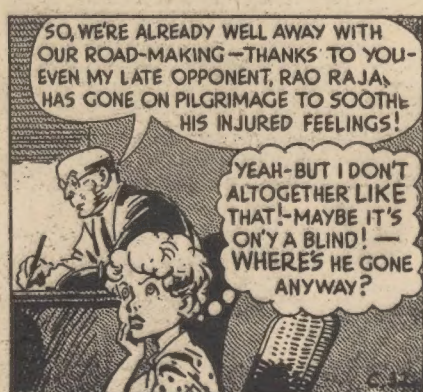
1. 8 mins. 19 secs.
2. Financial year of 1875.
3. The Monument.
4. France. The Surcouf.
5. The English.
6. Two.
7. Blue, White, Red.
8. "Captain" Matthew Webb.
9. Missolonghi, Greece.
10. (a) That compiled by Julius Caesar. (b) By Pope Gregory.

Solution to Allied Ports.
MOMBASA.

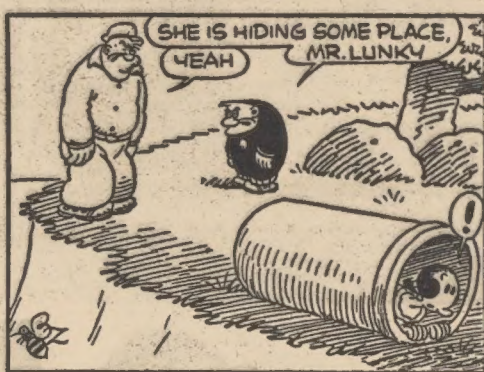
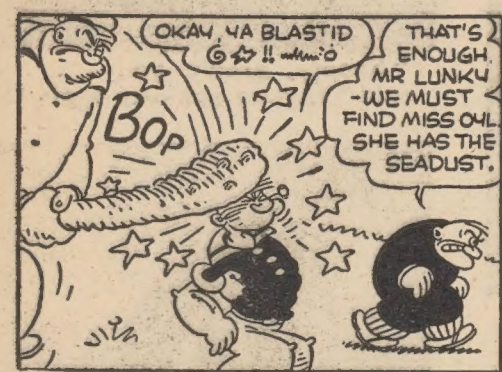
BUB JONES



BELINDA



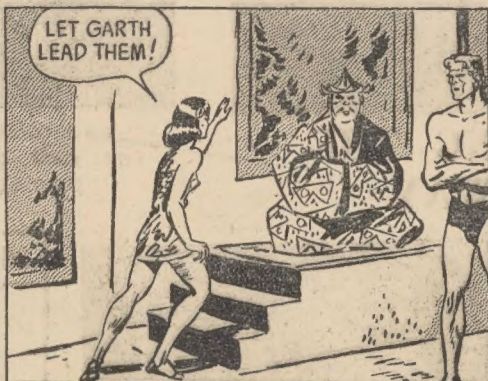
POPEYE



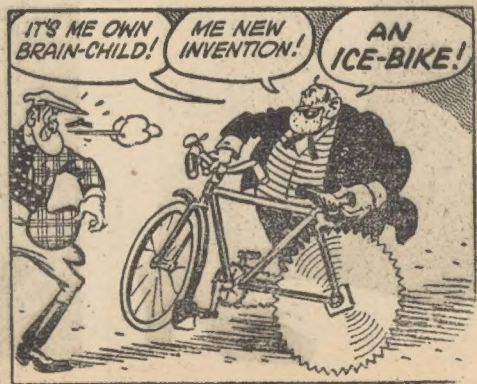
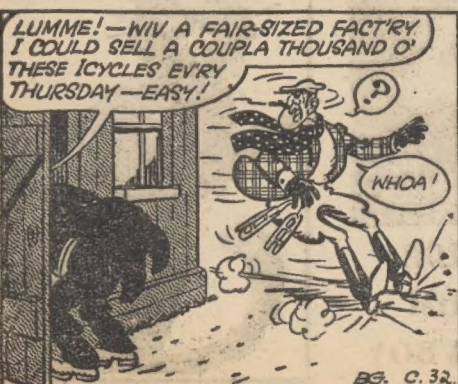
RUGGLES



GARTH



JUST JAKE



Good Morning

All communications to be addressed to: "Good Morning," C/o Press Division, Admiralty, London, S.W.1.

This England

The 15th Century Mill House and water-splash in the village of Kersey, Suffolk.

TWO
MINDS
WITH
BUT A
SINGLE
THOUGHT



JUST PASSING THE
TIME AWAY



RIDE
HIM
COWBOY

MARINE MONOLOGUE



"Turned out nice again?"



"Snooty, aren't you . . . I said 'Turned out nice again.'"



"I'll try this side. 'Turned out nice again, hasn't it?'"



"You miserable witch. What the hell do I care how it's turned out, anyway?"

SHIP'S CAT SIGNS OFF

"Got his monkey 'up,' eh?"

